

Wm. R. Lanyon's respects 3

CANADIAN IMMIGRATION;

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HINTS ON ITS

INTERNAL MANAGEMENT. *of*

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From the "Inquirer."  
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INTERNAL SECURITY

CONFIDENTIAL

INTERNAL MANAGEMENT

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CONFIDENTIAL

IMMIGRATION.

ITS INTERNAL MANAGEMENT.



There are few questions of more importance to Canada at this moment than immigration. Thousands who would land on the shores of the United States next summer, will, on account of the civil war raging in that unhappy country, turn their attention to Canada. Even within the last few months, we find the immigration returns at the port of New York, showing a marked decrease, while those of Quebec show a rapid increase; and the cause which has inaugurated this change will operate more powerfully on emigration next year, than it has done in this. The government of Canada will have little trouble in securing a large influx to our population next summer; but if we are not much mistaken it will experience considerable difficulty in the local settlement of the numbers that doubtless will visit us. In order to secure the stay of an immigrant family in this country, it is not enough to ascertain from a Municipality that a certain number of persons can obtain employment in that locality, and then for the gene-

ral agent at Quebec to send off such a number in the direction indicated. This plan has acted only as a filter to hold a few, while the greater number passed on West. No one individual in the Municipality was personally interested in the immigrants, no one conceived it to be his or her duty to travel round the country and find employment for the new comers. Many might feel the inclination to assist, but had not the time to do so, and what is thought to be every one's business, will in the end be totally neglected by every one. The farmers in the neighbourhood will not be in any hurry to seek out hands and offer liberal wages; they prefer waiting till the immigrant comes to seek employment, when they expect to make a more advantageous bargain, buying the largest amount of muscle for the least possible price. Or if a family purpose settling in the neighbourhood, and it becomes known that funds will be forthcoming for the purchase of land; there will be found more persons willing to take advantage of the immigrant than to protect him. Some sharper with a poor farm will most likely succeed in foisting it off on him, and with the proceeds himself purchase a bush land. During these first tedious and uncertain months in a strange country, the immigrant is severely tried; and be-

ing generally disappointed in his first impressions he conceives that he has been mistaken in the choice that he has made, and as the hills are always green in the distance, in all probability, if he still possess the means, he will up and move further West. It is the first few months in this country that entirely decide the future of the new comer. These first few months are just the time when he most requires advice and assistance; but under the present system, or rather no system, the majority of those who come to settle among us are, after they are directed to some particular locality, left altogether to their own resources; and these but too frequently are only ignorance and want. Some judicious and *permanent* system must be devised and adopted by the government, which will provide for local advice and assistance; but which at the same time, should ultimately in some measure defray the expenses incurred. The Canadian government is possessed of large tracts of valuable land, which in their present condition add nothing to the wealth or the revenue of the country; the bone and muscle, and a large share of the capital necessary to turn great portions of these lands to immediate account, will, within a few months, find their way to our shores; the problem, and in

our opinion the *chief* problem is, how to retain these, and how use them to the best advantage ?

We promised in our last issue, to return to this subject at an early date. We do so under the conviction that some measure for the better administration of the immigration system is absolutely necessary, and will in all probability be brought before the House next session ; and that if the press of the country is prepared with any suggestions on this subject, they should be made promptly. We do not suppose that our ideas are better, indeed it may be, not nearly so good as those of other men, but however that may be, we esteem it our duty to give them publicity. " In the midst of councillors there is safety," and perhaps our bushel of chaff may contain a grain of wheat.

In the first place we are of opinion, that the emigration office at Quebec, should be connected with, and placed under the control of the Crown Land Department. This would place the direction of whatever system may be adopted, in the hands of a responsible commissioner, and raise its management out of its present position, which is anomalous, and greatly exposed to be found fault with, and suspected of partiality.

Our next enquiry is, what is the best plan for

securing an extensive and permanent system of colonization ?

Whatever system the Government may adopt, we think, if it ever will prove successful, it must be in connexion with the construction of good and extensive Roads. "*L'amelioration des campagnes, est encore plus utile que la transformation des villes ;*" writes Napoleon Third, under date of the 13th of August last, to the French Minister of the Interior. And to show his conviction of this truth, the Imperial Treasury grants \$5,000,000 for the improvement and extension of COUNTRY ROADS. "It does not suffice" says the Emperor, "to reclaim and make productive vast tracts of territory — we must above all, prosecute with vigour the completion of parish roads, as the greatest service we can now render to agriculture." If this is such a necessity to prosperity, in an old country like France, how much more do the judicious remarks of the Emperor apply to Canada. For the construction and improvement of extensive roads in this country, will not only prove "the greatest service which we can render to agriculture," but the labor to be expended upon them, will furnish employment to the immigrant, and prove an additional inducement to keep him in this country. We think then that any aid in

the shape of money, which the Canadian Government may grant, towards immigration or colonization, should be set apart for the construction of leading roads. The government has spent large sums on colonization roads for years past; and though nothing can be said against the respectable gentleman who conducts that department, yet the results are any thing but satisfactory. There have been too many small grants, for small purposes. These small sums have found their way into the hands of small men, and small benefit to the country has been the consequence. There was no proper supervision of the outlay, no definite plan, but every opportunity was afforded for designing speculators. All this must be put a stop to. In connexion with the emigrant agent's office at Quebec, there should be appointed a general road commissioner; we are speaking only in reference to Lower Canada. This commissioner should receive his instructions from the Crown Land Department, and furnish a half yearly report. He should not only be qualified for his duties by being a surveyor, but should understand the construction of roads and bridges. Not such roads as we usually see made in Lower Canada, but permanent highways, laid down in accordance with the

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scientific principles of road making, as detailed by Mr. McAdam, and others, and which we shall make it our duty to refer to.

It would be the duty of this road commissioner to visit these emigration, or colonization territories—Saguenay, St. Maurice, and Eastern Townships—Gaspé and Rimouski below, and Ottawa above, have been already provided for—and after a personal inspection as far as practicable, and consultation with local surveyors, and the local emigrant agents, decide upon one or two leading lines of road. These roads while running through crown domain considered fit for settlement, should take such directions as would add breadth to the settled part of Canada; that is, as much as is as possible from South to North, or at right angles with the course of the St. Lawrence and Grand Trunk. They should also start from, and terminate at important points, likely to become the centres of trade and commerce. Three local emigrant agents should be appointed by the Governor and Council; one for each of the territories above named. It would devolve upon these agents to see to the wants of the immigrants on their arrival, accompanying, or directing them to the scenes of their labours, giving a general superintendence to the works going on in their localities, granting

the settler his ticket of location, and acting as his paymaster. The office of these men would embrace the threefold character of emigrant, land and road agent. The general road commissioner should pay a quarterly visit to the works going on in each territory under his care; taking at each visit a report from the local agent; which report should embrace the number of hands employed, quantity of work done, and amount of money paid; accompanied with such remarks as circumstances might suggest. On the 1st of January in each year, these local agents would be required to make a synopsis of their quarterly reports, and forward a copy to the Crown Lands Department.

This is merely the machinery to carry out the plan which we are about to suggest. It will be necessary to enter into more minute details when the financial part of the scheme is under consideration. We believe that the present and previous governments in Canada, have never been averse to the encouragement of immigration, and have ever shown themselves ready to assist the immigrant. If we take into account the immense sums expended for the construction of roads and bridges in this Province, in order to facilitate colonization, we will be surprised. This branch of expenditure is now over *four millions*

dollars, to which we are yearly adding over \$100,000. Or if any one is under the impression that free grants of land are of recent date, let him glance his eye over the subjoined statement :

FREE GRANTS OF LAND.

Upper Canada.		Lower Canada.	
1836	536,340 acres	1836	39,209 acres
1837	257,008	1837	68,149
1838	140,781	1838	6,411
1839	126,206	1839	37,251
1840	155,084	1840	33,269
1841	56,295	1841	8,423
1842	52,056	1842	3,105
1843	44,000	1843	3,290
1844	35,414	1844	22,235
1845	32,009	1845	50,595
1846	45,033	1846	6,066
1,470,226		278,003	

This million and three quarters acres of land were given away during a decade in our history when but little attention comparatively, was paid to colonization; and is exclusive of grants to the Canada Company, and to the British American Land Company. Nor do we wish the impression to get abroad, that the present administration is lax in its attention to this matter.

The last report of the Commissioner of Crown Lands states that there had been located 26,300

acres bordering on colonization roads, in Upper Canada ; and 19,421 acres, along similar roads in Lower Canada ; in all, 45,721 acres. Mr. Vankoughnet, against whom a portion of the French Press of Lower Canada has been hurling their bitter but foolish tirades for months past, has done more for colonization in this section of the Province, than any of his predecessors, Mr. Cauchon perhaps excepted. Under his direction within the last year, one hundred and seventy four miles of new roads were opened up in Lower Canada ; one hundred and forty three miles, partly made in the former year, were finished, and forty six miles repaired, at an expenditure of \$54,246-58. He also carried out the exploration of the River Croche from its mouth on the St. Maurice, above the falls of LaTuque, to its source on the heights ; thence down the stream to its discharge into Lake St. John ; in connexion with the exploratory survey for a line of road from LaTuque to Lake St. John on the Saguenay ; and contemplates running a road from St. Flore to the mouth of the Matawan ; an exploratory survey of which, has already been made by Mr. Arcand. This road the Commissioner will then continue from the Matawan to LaTuque, running parallel with, but about ten miles inland

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from the St. Maurice. He has also two new townships in course of survey in the vicinity of Rat River, known to our readers as Townships "Turcotte" and "Polette." While on this topic, it might not be out of place to publish for the benefit of Lower Canadians the following statement from an official document : " To render the unoccupied parts of the country accessible, there have been constructed since 1853, under the name of Colonization Roads — in Upper Canada, 481 miles of new road ; and, in Lower Canada there had been either constructed or aided, 1,458 miles—the amount of outlay in the two sections being equal ; but in Lower Canada, not confined with equal strictness to roads through wholly new territory."

It is thus seen that there exists small cause of complaint against the administration, respecting its efforts to procure the settlement of our waste lands ; nor is it our intention to raise any ; but the opinion seems to be gaining ground, and we think not without reason, that the system pursued with our immigrants after their arrival here, requires some sort of modification. But little fault can be found either, with giving away free farms of land to actual settlers, but when the country must first incur the expense of making roads through these farms, the question assumes

somewhat of a different aspect. The outlay provided for by the estimates of 1858, 59, and 60 towards aiding the settlement of vacant lands in Upper Canada, and met within the last year, amounts to \$65,000.00, while the entire quantity of land located in Upper Canada by settlers on free grants is only as we have seen 26,300 acres, thus over two dollars and a half have been expended in one year for every acre occupied on free grant roads. Of course it would be unfair to make it appear that the whole sixty five thousand dollars had been spent on roads running through free grant lands, for this we presume has not been the case; but we feel convinced, that if a rigid computation were made, we should find the government laying out annually on surveys and the construction of roads, a sum equal to two dollars an acre, for every acre annually occupied by actual settlers on the free grants. In plain English we pay two dollars an acre for land and make a present of two hundred dollars worth to every actual settler. This, the most active supporter of emigration will allow, is ample encouragement; still, emigration to Canada has fallen off two thirds within the last three years; in 1857 the number landed upon our shores was 32,097, whereas in 1860 it was only 10,150. This year

The outlay \$58, 59, and vacant lands the last year, tire quantity by settlers on 26,300 acres. If have been y acre occurrence it would at the whole been spent on lands, for this ; but we feel on were made, laying out an- action of roads, ere, for every settlers on the e pay two dol- e a present of ery actual set- porter of emi- ncouragement ; fallen off two rs ; in 1857 the es was 32,097. 50. This year

the number has considerably increased, but that was owing more to the war in the United States, than to our improved management. Then all who come to this country do not remain : some years not more than half, and other years not more than two thirds of the entire number. This brings us to the conclusion that there is something wrong in the management of the immigrant after his arrival, and that an effort must be made without delay to effect some beneficial change.

In order that the assistance which the Province may be willing to render to the immigrant, may be acceptable and useful to him, it is only necessary for us to enquire, "what are his first wants on landing?" We refer to the great bulk of those who come to settle among us,—these usually have some few household effects and but little money. With them, immediate employment is a necessity, and next, a home of some sort. If we can supply these wants to a certain extent, and at not much additional expenditure, it is all that can be expected. Free grants as at present conducted, do not answer these ends. We would not urge their discontinuance, but at the same time would suggest a slight modification. We have seen it stated, and we believe correctly, that wherever a new road has been open

ed, no matter in which section of the Province, the lots on either side of it, if open to purchase, have been bought up almost immediately ; while those lots lying to the rear of the road remain for years unsold. In our opinion, where a colonization road is opened, the lots on either side of it should be made to some extent available to defray the expenses of its construction. The lots on the second range should be sold at half the price of those on the first range, and those still further to the rear, given as free grants to actual settlers. It will be objected, that this is not an equal inducement to the immigrant, as are free grants along the road. Of course it is not. But we would put the inducement in another shape. We would construct the roads by immigrant labour alone, or by the labour of those intending to become actual settlers, no matter from whence they might come. The chief inducements would be constant employment for about a year, or until such a period as farm operations would require all the immigrant's time ; and remunerative or even high wages, combined, with a judicious assistance in providing a home for the coming winter, and a small clearance ready for cropping by the succeeding spring. The mode of procedure might be somewhat as follows.

Allow one dollar a day to every able bodied man working on the road, who had previously agreed to purchase a front lot, at we will say one dollar per acre, or a lot on the second range at half a dollar per acre. Pay him daily or weekly, half the amount of his earnings in cash, and the other half in promissory notes of the Crown Lands Department, payable only in land, and that only to actual settlers. Every settler on land for which payment is to be exacted, should have the right of paying for it wholly in labour, but if able to pay cash, a liberal discount should be allowed him; settlers on free grants might have the right of working for the Department, but at the current rates for labor. It might as we hinted above, be necessary to assist a good many in getting their log huts ready, and in the fall, the agent would have to see that the brush on the intended clearances was cut and piled, and the heavy timber felled during the winter months, preparatory to piling and burning in the spring. The advances thus made to the immigrant ought to be in the shape of money paid for labour done by himself, and these advances made only to those who *pay* for their lands; never to a greater amount than they have already paid in labor or cash; and in no case over thirty dollars to the holder of a

lot on the second range, and sixty dollars to the holder of a similar lot on the first range. These sums to remain as a first mortgage on the lands and tenements, and to be paid back to the Department in five annual instalments with interest ; the first instalment payable in one year from the date of the advances made, or from whatever date the Department might deem advisable.

Having given an outline of the agency to be employed, and the principles by which that agency should be guided in relation to the immigrant, it will be necessary to retrace our steps, and after going somewhat more minutely over the ground at first traversed, take a short view of the financial aspect of our plan.

The chief emigrant agent at Quebec ought to be supplied with a printed slip, in the necessary languages, stating succinctly the localities in which the government was carrying on its works, prices of land, mode of payment, contemplated assistance, free grants, the wages to be paid, and the manner of their payment, the distance of each locality from Quebec, the proper route to take, and the cost of conveyance. Each family should be supplied with one of these slips ; and be left free to choose its own destination, so far as that might accord

with the general plan; but it should be the agent's place to see that a greater number was not forwarded to one locality than to another; and never to forward more at any one time than the local agent could accommodate. The duties of the chief agent at Quebec, would thus be much the same as usual, and would involve hardly any additional expense.

We come now to an important part of our subject—the laying out of new roads, and the manner of their construction; for the prosperity of most countries, and of agricultural ones in particular, will in a great measure depend upon the extent and goodness of their highways. The condition of our roads in Lower Canada is a disgrace to civilization, and a crushing hindrance to our advancement. It would be well if all our public roads were under the supervision of a government commissioner as they are in Prussia, and the municipal road taxes were paid in to the public treasury, for so long as local councils have the management of these funds, private individuals will be the gainers, and our highways will remain as at present.

Now as to our new colonization roads—it would be necessary we suppose to appoint a commissioner to superintend these, except that duty could be performed by some officer al-

ready attached to the Board of Works. This would be for the option of the C. L. Department. The length of new road to be constructed yearly in each colonization territory should be equal. We will suppose it to be ten miles in each. Two or three ranges of farms should be laid out on either side of the road, each lot four acres wide in front, and twenty-five acres in depth. We would not on any account allow this road to be made, as other colonization roads have been hitherto made in Lower Canada. Most of these after a year or two become impassible, and no provision having been made for their maintenance, the first outlay becomes almost a total loss. It would be our intention to make these new roads model ones. The first outlay might be four times the amount hitherto paid, but ultimately would in every way prove a saving. For we must take into account the saving of animal labor, the saving in the wear and tear of vehicles, the saving in time, the facilitating of commercial intercourse, and the rendering of travel easy, quiet and pleasant. The road should in the first instance be cleared of trees and roots to the width of sixty feet, and as we would have it running North and South, or as much so as possible, it would secure a great share of sunshine, a thing which

is absolutely necessary to its preservation. The principles upon which such a road should be constructed are thus alluded to by Mr. McAdam :—" Roads can never be rendered perfectly secure, until the following principles be fully understood, admitted, and acted upon ; namely, that it is the natural soil which really supports the weight of travel ; that while it is preserved in a dry state, it will carry any weight without sinking, and it does in fact, carry the road, and the carriages also ; that this native soil must previously be made quite dry, and a covering as much impenetrable to rain as possible, must then be placed over it, to preserve it in that dry state ; that the thickness of a road should only be regulated by the quantity of material necessary to form such impervious covering, and never by any reference *to its own power of carrying weight.*"

In putting these principles in practice—after the base of the road has been drained, leveled, and the soft turf removed to secure a hard basis, it should be laid with a layer of small stones, made by breaking larger ones into pieces weighing about three ounces, no round ones should ever be employed. About six inches deep of this road metal is then to be spread over the centre of the road, to the width

of thirty feet, raked level, and an inch or two of sand strewn over it. It should be properly provided with ditches on either side, and culverts when necessary. Care should also be taken to give the road the proper convexity, to clear it of rain water; but not to make it too convex, for then people will only follow the middle, or crown, the only place where carriages will run level, and by constantly following the same track will soon cut it into channels which will retain the water. McAdam thinks roads should be made almost level, and Mr. Walker, an equally good authority, recommends the least possible convexity consistent with the drainage of the road. A carriage will always move easier, or with less resistance, when the load lies evenly upon the wheels. Macadamised roads can be constructed over swamps, by laying down small brush or tree branches, covering these with gravel, and then laying on the ordinary stone material. We have often heard it objected that macadamised roads do not suit Lower Canada, because the winter frosts raise, and render them uneven in the spring; but if this ever happens, it is because such roads have not been properly drained.

When the first section, say ten miles, of

this sort of road has been completed, and the lots settled, some provision should be made for keeping the road in repair. If left to the colonists, it will be neglected, and it cannot be expected that the government will be ever chargeable with its maintenance. We think that all these new roads should become turnpike trusts. Leased out to responsible parties at low, or nominal rents, the leaser being bound to keep his section in repair, in consideration of toll dues; but the government should reserve to itself the right of fixing the tolls; and the commissioner should see that the necessary repairs were made in proper time.

We will now examine what number of emigrants might annually be located and supplied with work, in the territories we have indicated, the expenditure which would be incurred, and the advantages resulting from it. We have supposed that ten miles of new road might be constructed annually in each territory, and that if so, the two ranges of farms on either side of the road could be located in the same time, for according to our plan, the land must be settled, contemporaneously with the making of the road. Each mile of road would on either side, give about seven farms of an hundred acres each, and we may suppose that five out of every

seven will be fit for culture, which would be ten, including both sides of the road for every mile in the first ranges, and ten in the second ranges, or two hundred lots in the ten miles, and allowing five persons on an average to each family settled on these two hundred lots, would give in the three territories in Lower Canada, three thousand persons, or in both sections of the Province six thousand located within the year. Supposing that each family furnished one labouring man, we would have two hundred labourers in each territory, to construct the ten miles of road. This number, if properly managed, would prove ample for the work assigned, supposing one man to work two hundred days on the road, and the remaining bullance of the year on his house and land. The cost of these two hundred men at half a dollar a day, would be five thousand pounds in each territory ; or fifteen thousand for Lower Canada—about an equal amount as at present expended upon colonization roads in this section of the Province. It is not likely that the two hundred men taken into account above for the construction of ten miles of road, would be employed for the length of time we have stated ; and we may reasonably deduct twenty per cent from the number, or one thousand pounds from

the outlay for road labour; but as we made no estimate for implements, skilled oversight, and horse hire, we may be permitted to place this twenty per cent against these contingencies. Whatever may be the outlay for assisting the immigrant in building his log house, and making his first small clearance—for on these two necessary works alone should we make any advances—we do not think it fair to take into account here, as the government would hold ample security for its repayment with interest. The cost of survey, which is reckoned at about one penny per acre, is another item with which we have at present nothing to do, as we find it charged separately from road expenditure, in the Public Accounts. The only extra expense to be incurred by carrying out the plan we have proposed is the salaries of the local agents, which might not be over two hundred and fifty pounds each, and fifty each for travelling expenses or horse keep, in all, for the three Lower Canada territories, only nine hundred pounds per annum.

We suppose the chief object to be held in view by the Canadian statesman, who desires to encourage immigration, or rather the colonization of our waste lands, is to secure the settlement of the greatest number of acres, at the

least possible cost. If this is a fair statement of the case, then we will most correctly test the relative value of the present system, and the one which we propose, by comparing the number of acres actually located within a given time, and the cost of their location, with the number of acres which may be located according to the proposed system. In looking into the report of the Commissioner of Crown Lands for 1860, we find it stated that 26,300 acres of free grant land have been located in Upper Canada within the year, and then turning to the Public Accounts for the same year, we find the money paid for aiding the settlement of wild lands in that section of the Province to be \$65,000, or, as we before stated, over two dollars and a half for every acre located; and it must be borne in mind that "located" does not mean "settled," and that apart from the above sum of \$65,000 the Emigration and Quarantine Department cost the country \$36,622. Now according to the plan we have proposed, the *settlement* of each acre, would not cost much over a dollar. We have seen that the cost of six hundred men for two hundred days, is sixty thousand dollars, and that if this amount is disbursed it is only on the condition that each man purchases and occupies one hundred acres of land; or in all

sixty thousand acres. It is however, very possible, that within one year we could not effect the construction of ten miles of road in any territory ; and settle two hundred lots of land ; well then, let us strike off one half, say five miles and one hundred lots, and compare the progress of settlement according to the proposed plan, with the progress of settlement on the free grant lands ; for speed of settlement is an element which should also enter into our calculations. We think it was in 1855 that the Opengo road was opened, and Mr. French appointed agent, since then five other free colonization roads have been opened in Upper Canada, and we find that on *all* these roads there are not much over 100,000 acres occupied by a population somewhat under five thousand persons. Now, according to the system we have suggested, even supposing we could only effect half of what we at first proposed, in five years we would in our three Lower Canada territories settle 150,000 acres, and add seven thousand five hundred persons to the population instead of five thousand ; and if our original proposition were carried out which, by a judicious energy could be done, in ten years we would have settled in Eastern and Western Canada, one million two hundred thousand acres

of land, made six hundred miles of permanent roadway, and added sixty thousand persons to the population. But apart from settling our wild lands at less cost and with greater speed, there are other advantages to be derived from carrying out the plan we have suggested. We would have brought our immigration system to order, comprehensiveness, and efficiency, we would have expended no more money upon roads, than was warranted by actual settlement, we would have furnished the country with model highways, have inaugurated a system for keeping them in good repair, and bequeathed to the agriculturalists of those districts a means of safe and easy conveyance. What is better than all, we would have degraded no man by forcing upon him charity, but sustained the settler's self respect and independence ; and having met him on the thresh hold of his wants, while we furnished ourselves with cheap labour, we provided him with employment and a home.

Since our last article on emigration was written, we have seen the announcement made, that a commission has been appointed to inquire into the conduct of certain emigrant agents. So far so good ; but this, as has been intimated by several respectable journals, is not sufficient ;

and we hope the commissioners will not only redress abuses, but recommend a more comprehensive, and efficient system of internal management. A writer in the *Montreal Herald* makes some good suggestions respecting the management of our immigrants, after their arrival in this country, but as these suggestions have been fully comprehended in our previous remarks, allusion to them is unnecessary. There is however, one phase of the question, mooted by some of our Lower Canadian papers, which calls loudly for condemnation. These papers try to embroil the subject in questions of race and nationality. They cry out, that their nationality and their religion are threatened, and placed in jeopardy, by the efforts the Government is making to induce Protestants to come to this country. The statements are false both ways. There is no inducement held out to the Protestant that is not held out to the Catholic ; neither the Imperial nor the Colonial Government has the right, nor has either of them ever attempted to hinder any one from coming to settle here. Then as to nationality, what is our nation ? Is it not *Canadian* ; and the sooner we sink the word Briton, and Frenchman, into Canadian, the better for all parties. Then the cry about religion is simply ridiculous, as there is equal toleration ; and for

the Roman Catholic to fear for his religion under these circumstances, is not only absurd but a crime against orthodoxy.

We have invariably avoided controversies about race and religion, and every day's history convinces us that this is the proper course; and when we see any paper or any party dragging in these topics for public discussion, we doubt their sincerity and their patriotism. Loud calls have also been made to send an emigrant agent to France, well, if agents are sent to other countries, we see no reason why one should not be sent to France. It is, however, a very delicate thing, this sending of agents to foreign countries to entice away their populations, and it is actually cruel and highly reprehensible to induce strangers to come here, if we cannot, or do not try to better their condition. Men sent on such missions should be of the most sterling character, honourable, patriotic, cautious and humane. It is a very expensive thing for Canada, this foreign agency, and not always efficient, it has indeed often appeared to us, that a standing advertisement in three or four of the Provincial papers, published in the different countries from whence most of our emigrants come, setting forth the advantages which this country offers, would effect as much, and at an infinitely less

cost than could be effected by resident agents. These agents generally live in seaport towns, and know nothing of the emigrant until he comes to take passage; and all who know anything of emigration are aware, that before ever the emigrant prepares to leave the land of his birth, he determines whether his future destination shall be Australia, Canada, or the United States; and any representations made by an agent when he is on the point of embarking, has little or no weight with him.

Before quitting the subject of immigration, we wish to say a few words respecting its importance to this country. Mr. McGee, has truly said that what we want in Canada is "men, men, and yet more men." We have the territory and the resources to form one of the most extensive, powerful, and prosperous empires which has yet appeared upon the globe, and all we want is men,—

"We ask not from what land they come
Or where their youth was nursed,
If pure the stream it matters not
The spot from whence it burst."

We stated at the commencement of these articles, that the subject of emigration and its internal management, was one of vital importance to this country, and though we have not attempted showing its influence on the develop-

ment of our resources, or its bearing upon an increase of our revenue, yet the magnitude of the interests involved may be gathered from the subjoined figures. Within the life of one generation, or within the last thirty one years, there have landed the following number of immigrants at Quebec.

1831	50,256.	1847	90,150.
1832	51,746.	1848	27,939.
1833	21,752.	1849	38,494.
1834	30,937.	1850	32,292.
1835	12,527.	1851	41,076.
1836	27,728.	1852	39,176.
1837	21,901.	1853	36,699.
1838	3,266.	1854	53,183.
1839	7,439.	1855	21,270.
1840	22,234.	1856	22,493.
1841	28,086.	1857	32,281.
1842	44,374.	1858	12,810.
1843	21,727.	1859	8,778.
1844	20,142.	1860	10,151.
1845	25,375.	1861	19,426.
1846	32,753.		

Total, 908,431.

Or little short of a million persons. With proper management most of these might have been retained in this country; but supposing that only about one half of them, or five hundred thousand have remained, and that each family on an average, brought ten pounds currency into the country, which is a very moderate estimate, immigration alone would in one generation, have added *four millions of dollars* to our

wealth. Or again, if each individual of these five hundred thousand, consume only five pounds worth of imported goods every year, which is still below the proper estimate, and these goods pay a duty of fifteen per cent, it will add one million five hundred thousand dollars to the present annual revenue of the government. All these are considerations apart from the vast amount which the industry of these thousands is yearly adding to our wealth and influence. We think then, that we are warranted in saying, that to Canadian statesmen, the subject of immigration, and its *internal management*, is one of grave importance, and under existing circumstances, calls for prompt and effective measures.



